



INDIA'S PREMIER ACADEMY A. M. E. T. BECOMES THE FIRST MARITIME UNIVERSITY IN INDIA,

on a pursuit to impart world's top class quality in maritime education, non stop marching on a threshold of infinity from its inception (1993), reaching new heights, on its dedicated journey which springs up record



Mr. J. Ramachandran, Chairman

for Centre of Maritime Excellence into the annals of Indian Maritime History.

The Academy of Maritime Education and Training (A M E T), situated on the outskirts of the city of Chennai (Madras), is a State-of-

the- art establishment totally dedi-cated to the dissemi-nation of knowledge to the Shipping Industry. A M E T is a private enterprise promoted by Smt. Pattammal Educational and Charitable Trust. Mr.J.Ramachandran is the Chairman of the Trust, who is also the Chairman of NAESEY (National Association of Educated Self Employed Youth). Through NAESEY he has generated thousands of jobs for unemployed graduates in Tamil Nadu.

AMET was launched on 15th February 1993 and caters to the



Capt. S. Bharadwaj, Director & CEO

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needs of the Shipping Industry in India and overseas. AMET is the first Maritime Academy in India to have its Quality Management System certified, to conform to ISO Standards. ISO 9001:2000 QMS Standard by Det Norske Veritas till 2010 for Design, Development and Conducting Maritime Training Courses, Programmes, Examinations and Assessments. AMET has signed a MOU with AP Moller Singapore to train 300 cadets per year in dual competency. A M E T HAS THE UNIQUE DISTINCTION OF CENTUM PLACEMENT OF ITS STUDENTS WITH THE WORLDS MOST REPUTED SHIPPING COMPANIES.



Academy of Maritime Education and Training (AMET) was inspected by the high level committee of the UNIVERSITY GRANTS COMMISSION (UGC), which includes senior representatives of the INDIAN MARITIME ADMINISTRATION and Foreign ship Owners Representative and Ship Managers Association (FOSMA)- Industry Representative body for the grant of deemed university status in December 2006. The Ministry of Human Resource Development issued out the gazette notification granting Deemed University status to A M E T on the 21st August 2007. This spearheaded breakthrough in the annals of Indian Maritime History, is noteworthy.

No threat yet but we ignore it at our peril

This week's announcement that Indonesia intends to buy up to 10 Kilo-class submarines, as well as advanced fighter aircraft, helicopters and tanks from Russia, raises the question of whether we should see them as a threat.

Historically, neighbouring countries that have markedly different cultures, ethnic compositions and religions have most often gone to war (witness the history of Europe and parts of Asia). But for almost 60 years, since the Republic of Indonesia became independent, our two countries have avoided that fate through a combination of good management and some luck.

The closest we came to conflict was during Confrontation under President Soekarno in the early 1960s. At that time Indonesia had the third-largest communist party in the world and was heavily armed by the former Soviet Union. It was the Soviet Union's equipping of Indonesia with Whiskey-class submarines, Badger bombers and MiG-21 fighters that caused Australia to purchase Oberon-class submarines and the F-111 fighter bombers.

By no stretch of the imagination are we now in a similar strategic situation that could provoke an arms race between us. Indonesia is a democratic country led by a president, Susilo Bambang Yudhoyono, who understands Australia well. Last November our two countries signed an agreement on security cooperation that committed us to respecting each other's territorial integrity and refraining from the threat or use of force against each other.

As well as identifying a wide range of co-operation in defence, intelligence, law-enforcement and other matters, the agreement includes co-operation in aerial and naval maritime security, co-ordination in the event of natural disasters, and what is called "community understanding and people-to-people co-operation" with a view to improving mutual understanding of security challenges and appropriate responses to them.



Article 3 of last November's Lombok agreement also identifies co-operation in the field of defence technologies - including joint design, development, production and transfer of technology, as well as developing mutually agreed joint defence projects.

None of this is symptomatic of two nations heading towards tension simply because of some new Indonesian arms agreement with Russia. If that were the case, Jakarta would have had every right to react adversely to Australia's intention to buy the region's largest amphibious assault ships, as well as Aegis destroyers and Super Hornet fighter aircraft. That there has been no such reaction reflects the maturity of the bilateral defence relationship.

From the Editor's Desk



The World Maritime Day-2007: Every year IMO celebrates World Maritime Day. The exact date is though left to the individual national Governments but it is usually celebrated during the last week, in the month of September. The day earmarked in INDIA would be on Thursday, the 27th Sept. 2007, to be celebrated all over India. The Theme for the World Maritime Day Celebrations decided by the International Maritime Organization being : "IMO's Response to Current Environmental Challenges" (IMO), which is to focus attention on the importance of shipping safety, maritime security and the marine environment and to also emphasize the particular aspect of IMO's work. To mark the occasion, the Secretary-General of IMO always prepares a special message and a paper, which discusses the selected subject in greater depth, backs this up.

We see, the seas as the future, sea transport is a highly cost-effective method of moving large quantities of non-perishable goods and essential perishable goods through cold storage (Reefers). Ship (sea) transport is often international by nature, but it can be also accomplished by barge, boat, ship or sailboat over a sea, ocean, lake, canal or river. This is frequently undertaken, for purposes of commerce, recreation or military objectives. Although



the historic importance of sea travel has lost much importance due to the rise of commercial aviation, it is still very effective for short trips and pleasure cruises. When a cargo is carried by more than one mode, the transport is termed intermodal. Ships have long been used for warfare, with applications from naval supremacy to piracy, invasions and bombardment.

The starting point in any management process is KNOWLEDGE and the need to gather more and more relevant data to keep abreast and go ahead, in the application of the relevant, best knowledge of the latest research findings. We need to keep moving with inter-actions, feedback and wise decisions that lead to developments of improvement with optimum utilisation of available resources. My valued readers would agree that we have already surpassed the stage of trial and error methods, with self-styled administrators, restricted to apprenticeship or COC holders of set paper exams. lacking with updates. Need for continuous monitoring, assessment and performance evaluation, hence to focus on relevant knowledge with the requisite specifications, considering pros and cons, before arriving at implementation stage of any change. Each one of us, are for the sum of the decisions made in life. Still we lack consistency in discussing relevant issues, across managements with an integrated approach. "Education" is not just for Information, but it is for its valid transformation taking the right pathway, to its destination. "Leading the path to better future and setting new standards". Knowledge is an untiring beacon, a gift to the power of thought and reasoning, for its application in real life, in the appropriate time and place. History bears the witness to our quest for knowledge, from the ancient thought to modern portals of education, we have indeed come a long way, from day to day experiences with opportunities to learn new things working smart and creating ideas, which is not enough.

It is most heartening to note that A M E T (Academy of Maritime Education and Training) has come a long way of tireless efforts, to be upgraded to the most deserving deemed university status. Kudos to the management of A M E T. I am immensely pleased beyond the cool soothing effect, since my both sons, form alumni of the institution, are sailing as certified officers on ocean going vessels.

Dr.Chandran Peechulli, Ph.D; F I E (India), Fellow - Institution of Engineers(India), Life Member & Executive Member - Indian Institute of Standards Engineer, T N Chapter; Fellow- Indian Institution of Plant Engineers and Ex.Vice Chairman TN Chapter. Member- Indian Institute of Occupational Health.

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'Marine Highways' Concept to Take Load Off Roads Gains Momentum:

New Legislation and Strong Grassroots, Mainstream Support for Idea to Relieve Road Congestion, to Be Discussed by Experts in Free Live National Town Meeting Webcast From Washington, D.C.

'Marine Highways,' a transportation and shipping concept that would use coastal 'short sea' shipping routes and inland waterways to relieve congestion on the nation's highways, will be the focus of a free, live Webcast Sept. 14.

The 'Marine Highways' concept is quickly gaining favor with policymakers, especially in light of recent concerns over the integrity of the country's landside transportation infrastructure. Thanks to legislation currently before Congress (H.R. 2701), the Marine Highways idea is rapidly gaining mainstream acceptance.

The free national Town Meeting Webcast featuring maritime industry and government experts will help educate the public and the media on this new initiative. The Webcast, which will start at 2:30 p.m. (Eastern Time) Sept. 14, will originate from the K&L Gates Media Center in Washington D.C.

This Webcast will be featured live on Maritime TV (www.MaritimeTV.com) and is sponsored in part by "Tell America," a campaign to educate the public on the importance of revitalizing the U.S. maritime industry. The Webcast will feature a second panel that will focus on issues related to U.S. maritime security.

"We at the U.S. Maritime Administration are excited about participating in this national Webcast to make the public aware of how our 'Marine Highways' are a cost effective, yet under utilized, method for the movement of passengers, containers, and bulk cargoes that is especially fuel efficient, safe, and reliable," stated Sean T. Connaughton, Maritime Administrator at the Department of Transportation. "Accelerated use of the waterborne transportation mode holds forth a special promise for tomorrow in reducing traffic congestion, enhancing freight flow, expanding freight capacity, and providing a new pathway

for hazardous materials."

"Because of the momentum and promise of 'Marine Highways,' we already are seeing strong interest in participating in this Webcast among the public and the media. To handle the expected high number of viewers, we are preparing our Web servers for heavy traffic," says Dave Gardy, Executive Producer at Maritime TV and CEO of its parent Internet TV Network, TV Worldwide. "With the recent issues regarding the stress on America's highway infrastructure, 'Marine Highways' is being viewed as a viable solution."

Webcast Panel Moderator Vice Adm. Al Herberger, USN (Ret.), former Maritime Administrator said, "As a national priority, we must expand the overall carrying capacity and efficiency of the U.S. domestic transportation system by increasing waterborne shipping services, providing American shippers and the transportation industry the broadest possible range of safe, reliable and cost competitive transportation options."

Bangalore: Ship Safety Major Concern as Monsoon Mishaps Rise:

Every sailor on the west coast of the peninsula will tell you that the Arabian Sea is bound to be choppy during the monsoons, but the number of mishaps between June and July this year has surprised even the Coast Guard and the Navy: at least eight merchant vessels ran aground in a gap of 47 days this monsoon while six other vessels met the same fate.

So much so, that the various authorities concerned with shipping, like Coast Guard, Indian Navy, Port Authorities and Directorate General Shipping are proposing a series of measures to reduce the number of mishaps in the Indian Exclusive Economic Zone (EEZ) as well as effective ship management.

According to an official, among the most urgent needs are the compulsory reporting of movement by all ships, of 300 tons, entering or leaving the Indian Search and Rescue Region (ISSR) and the establishment of a casualty investigation bureau to probe the causes for accident.

The Coast Guard's INDSAR reporting system tracks ships entering the ISSR. The INDSAR helps co-ordinate Search and Rescue (SAR) operations by identifying vessels closest to the one in distress and releasing others, hence saving time and fuel.

Many Coast Guard and Navy officials are, however, convinced that the trend of mishaps is directly linked to the increasing competition.

"Two vessels sank off Bombay in rough weather when there was no requirement to sail out," an officer said.

There is a general feeling that the 'Time is Money' motto is at the cost of safety.

In 2006, 10 vessels had run aground on the west coast. According to a senior Coast Guard officer, in the long run, the agencies concerned feel the need for legislation to include International Maritime Organization (IMO) instruments like container safety conventions, International Maritime - me Dangerous Goods (IMDG) code in ports and ships, World-wide Navigational Warning System and Hazardous Noxious Substance Convention.

Besides this, inspections at ports and communication between port-states about the movement of vessels is being proposed.

The merchant vessels which sunk were carrying furnace slag, steel pipes, ballast and cement besides the ship's fuel.

Treaty may ban toxic ship chemical:

A treaty that forbids the maritime use of what the Environmental Protection Agency deems the most toxic chemical ever deliberately released into the world's waters is expected to be ratified within days.

It bans the poison tributyltin, a cheap and effective barnacle and algae killer once used on nearly all of the world's 30,000 commercial ships. The treaty also sets up a system for future testing and curbs on other hull biocides worldwide.

By 1995, more than 500 research papers worldwide had linked tributyltin, known as TBT, to adverse

environmental or health effects.

The most worrisome were "profound reproductive effects" coupled with diminished marine-species populations, said Jill Bloom, an EPA chemical-review manager who worked on the treaty. "It's very, very bad stuff," said Lindy Johnson, a National Oceanographic and Atmospheric Administration lawyer who worked alongside Bloom. "It's a tremendous victory for the marine environment," said Simon Walmsley, head of marine programs at the World Wildlife Fund's London office, "but one that is long overdue." The ban on TBT signals a green turn for the U.S. and European chemical and paint and coatings industries, which endorsed the deal, cruise lines, freighter and container fleets and shipyard and marina operators. Their commitment will be tested further by other pending maritime environmental concerns, including, in California, growing resistance to copper-based substitutes for TBT. Other challenges include ballast water releases and stack emissions from ships' massive engines.

Although an EPA official orchestrated the TBT treaty's drafting and key federal agencies have agreed on regulations to enforce it, the ban has yet to clear the White House Office of Management and Budget. Panama or the Marshall Islands are expected to cast the decisive vote before the United Nations International Maritime Organization in London, which oversees the treaty. Panama's president, Martin Torrijos, signed a ratification bill July 12, and International Maritime Organization spokesman Lee Adamson said Panama's formal submission to the organization could occur any day now. Marshall Islands' ratification also is imminent, said Thomas Heinan, a maritime administrator for the Pacific island republic.

Both countries are maritime powers because they register large numbers of foreign-owned ships for owners who are seeking tax and regulatory advantages. Ratification requires the approval of 25 countries, representing 25 percent of the world's merchant shipping tonnage. Washington's endorsement is expected in a few months.

TBT's use first became worrisome in 1976, when scientists linked it to disorders in mollusks in the Arcachon basin in western France, where shellfish beds adjoined a marina.

Biocides such as TBT, a clear liquid that smells like gasoline, are mixed into the bottom paint or coating for marine hulls.

The most sophisticated marine coatings these days are made to slough off like soap from a bar, but slowly. That keeps a ship's underwater surfaces sleek while dispensing just enough biocide to kill barnacles, algae and grasses. Initially, TBT's biggest problem was thought to be from recreational boats. In 1988, the United States banned TBT on vessels that are less than 82 feet long. Major U.S. and European makers voluntarily stopped producing TBT in January 2001, and its presence in marine organisms is declining. But it continues to be widely used in much of Asia, and on ships built or overhauled there that ply the world's seas.

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UK register continues to grow: The first of a series of bulker newbuildings hoisted the Red Ensign earlier this month. The RTM Wakmatha, the lead ship of five new-build 56,000 gt bulk carriers for Anglo-Australian mining company Rio Tinto

joined the UK Ship Register in August following its delivery ahead of schedule from Namura Shipbuilding of Japan. The move into vessel ownership for Rio Tinto comes at a time when bulk charterers are facing higher rates than ever before, with the Baltic Exchange capesize timecharter average hitting an all time high of \$121,804 today. Alastair Fischbacher, Rio Tinto Marine's UK general manager said: "Although Rio Tinto Marine is well versed in chartering, operations and technical matters, we have not had much experience in dealing with ship registration in the UK. We were allotted a dedicated customer account manager and customer service manager who are on hand at all times. All we needed to do was make contact and our uncertainties were resolved."

David Wright, UK Registrar General, welcomed the vessel to the flag and said that the UK Ship Register, with its new customer service approach, was encouraging the Far East shipbuilding sector to look afresh at the UK Flag which now means e-communications, decreased costs and minimal bureaucracy.

He added: "We were delighted that the Namura Shipyard used the UK Ship Register's Alternative Compliance Scheme which streamlines certification by minimising any duplication of work between the Flag State and Classification Society, in this case Lloyd's Register, allowing Class to perform almost all the statutory surveys required under the SOLAS, MARPOL and Load Line Conventions."

Baltic trials biofuel route: The Baltic Exchange has commenced trials of a new stand-alone route covering the movement of palm oil from Asia to Europe. Reflecting the growing importance of biofuels in European energy imports, as well as an ingredient in many food stuffs and cosmetics, the route is based on the following specification:

35/40,000 mt, Straits Delivery Belawan - Dumai - Kuantan range to Rotterdam shore facility, with laydays / cancelling 1 month forward from the assessment date, 10 day range, 200 mt/hour both shinc reversible bends, Assessments to be made net of commission, Max 30 years IMO2 suitable or IMO3 suitable with relevant exemptions

The trial began on 23 July and the dollar assessment is published daily at

1600 (London).

Baltic chief executive Jeremy Penn will be speaking at Navigate Conferences' "Biofuels: a major new maritime cargo" and examining the opportunities for swaps trading in biofuels transportation. The two day event will focus on the implications of this growing trade for the shipping industry and takes place 13-14 September at London's Hyatt Regency hotel.

LR chooses Cosco man for key China role:

Lloyd's Register Asia has appointed former Cosco executive Gao Wiejie as chairman of its operations in China. Mr Gao, a former board member of the influential Washington DC-based World Shipping Council, will be based in Beijing and will report directly to John Stansfeld, the director of LR Asia.

"We are extremely pleased to confirm Gao Wiejie as the latest member of the Lloyd's team in China. The fact that a maritime veteran of Mr Gao's international stature would choose to join our team speaks volumes about how well Lloyd's Register is respected in the Chinese market place," Stanfield said.

"We have made some impressive progress in China recently. The timely addition of Mr Gao, with his comprehensive knowledge of this market and all its key players, is sure to continue that trend for the foreseeable future."

Lloyd's MIU unveils new AIS products:

Maritime information provider Lloyd's MIU has launched cut-down and free versions of its automatic identification and tracking system. AIS Lite provides access to 418 AIS receivers deployed across 100 countries with live coverage of over 6,900 ports and terminals. AIS Free provides free access to clients who are happy with a smaller number of ports and time-delayed data.

Lloyd's MIU managing director Julio Espin said: "Lloyd's MIU has collected vessel movements for nearly 300 years; we are the only company that receives movements from every port in the world via the Lloyd's Agency Network, and our AIS data adds an additional movements source to our movements collection. Our new AIS services complement our main AIS Global service for customers that want all our movements data."

London off to IUMI: Some 75 London-based marine underwriters will provide the largest contingent among the 500 or so expected at in the 2007 conference of the International Union of Marine Insurance in Copenhagen next month.

Lloyd's hull underwriter Simon Beale, the London market representative on IUMI's executive committee, said the likely record attendance indicated that the union is meeting more of the demands set by its membership.

He said: "The developing interest in IUMI is extremely welcome. Our business is more international than ever before. In recent years the subscription market has spread internationally, and many of London's operations are supported by overseas capital with a global network of offices. IUMI is therefore becoming ever more relevant to underwriters' business."

Given current concerns on climate change and its implications for the insurance industry Dr Adam Lea, research fellow, Department of Space and Climate Physics, University College London is likely to find an attentive audience. He will discuss tropical and mid-latitude storms and climate change, looking at past trends, the very destructive 2004/5 hurricane season, and the likely outcome for storminess during the next 10-20 years.

Marine purchasing show in London:

A dedicated marine purchasing show organised by the International Marine Purchasing Association takes place in London 12-13 September. With a host of new attractions and expectations of record attendance, the event brings together a trade show, conference speakers, industry-specific workshops and networking opportunities, the event looks set to build on previous years' successes.

Exhibit with Maritime London at Posidonia

2008: The largest global maritime community gathering is once again fast approaching, and Maritime London is pleased to release details of the Maritime London Pavilion for Posidonia 2008.

Last year the show was attended by over 16,000 industry professionals, and the Maritime London Pavilion offers

members an opportunity to stand out from the crowd and benefit from the internationally regarded and highly visible Maritime London brand. Located on the main thoroughfare in hall two (space 242), the pavilion includes a lounge area designed to offer participating exhibitors the chance to entertain their visits with light refreshments in a relaxed atmosphere. The exhibition package also includes full use of an internet café, the construction of your stand shell scheme, furniture, lighting and invitations to a Maritime London reception.

MCA assists Bulgaria:

The UK Maritime and Coastguard Agency and the Bulgarian Maritime Agency are to work together to develop effective search and rescue (SAR) services in the Black Sea region. The project will assess and review the current SAR provision, and will build on that to develop a search and rescue framework document for Bulgaria, which meets international and EU requirements and practice. It will focus on the design and delivery of training for BMA SAR operational staff and managers.

BMA and MCA experts will also work on a sustainable training strategy to help meet future needs. The project also aims to assess future challenges as the tourist industry along the Black Sea coast grows and the number of large vessels crossing the Black Sea increases.

Post-panamax caller for Tilbury:

The 246 metre long post panamax container ship Maersk Sovereign was brought into Northfleet Hope Container Terminal in August under the guidance of Thames pilot Chris Young. The call of the giant ship, which until recently was the largest in the world, underscores the London river's continuing importance as a thriving commercial port. It also highlights the vital role of the pilots. In the case of the Sovereign, the pilot had to manoeuvre a vessel that was longer than the channel is wide.

Maritime London members who would like to find out more about the work of the pilots are able to accompany the Thames pilots, as long as their employer's insurance policy covers it.

Insurance:

1. Watching the demurrage clock

ARBITRATORS in New York have found, by a majority, in favour of a shipowner in a demurrage dispute which the dissenting arbitrator summarised as an issue of "whether an owner has an absolute right to sit by and allow the demurrage clock to run when a charterer presents a commercially reasonable alternative discharge berth to expedite discharge at a point or place nearby the nominated berth."

Under a charter party between TBS North America Liner Ltd, as disponent owner of the "Biloxi Belle", and Universal Minerals Inc, as charterer, it was agreed to carry a shipment of iron fines from Peru to "one safe berth Mobile, plus one safe berth TECO Bulk Terminal, at Mile 55 on the Mississippi River." The owner also agreed to grant the charterer the option of discharging at the ICRM terminal on the Mississippi.

While the vessel was enroute to the first discharge port of Mobile, the charterer sought owner's agreement to change the eventual New Orleans discharge berth from ICRM to the Burnside Terminal, at Mile 169.5 on the Mississippi. The request was prompted by both cargo congestion and potential cargo contamination concerns at ICRM. The charterer referred to its request as its 'final arrangement', and claimed that it had reached a 'firm/ fixed agreement' with Burnside and suggested that, as that terminal was near to ICRM, it would be cheaper for the owner. The owner agreed to discharge 'not north of Mile 169.5 Burnside Terminal', and the charter was duly amended.

The day before the vessel arrived at Mobile, the charterer was advised by the Burnside Terminal that it might face a berthing delay of as many as six days. When the vessel arrived at Mobile, the charterer asked the owner to change the discharge port rotation, whereby the vessel would proceed directly from Mobile to Burnside in order to avoid 'significant demurrage'. The owner quoted \$125,000 for the proposed change in rotation, but the charterer elected not to pursue its option and the vessel proceeded to discharge at Mobile.

Two days later, the vessel arrived at Burnside, whereupon the owner and charterer were unable to reach an agreement on the charterer's attempts to minimise the prospect of demurrage at

Burnside by having the vessel discharge at another berth. The owner refused to shift the vessel to ICRM, where the charterer said it had made alternative discharge arrangements. Accordingly, the vessel remained at Burnside for approximately 23 days.

The owner claimed \$273,437 in demurrage, and arbitrators Charles Measter and Thomas Fox concluded, in a majority decision, that the claim succeeded. The majority found that the terms on which the charterer had fixed the vessel, at a time of a well-known congestion situation, were not only commercially disadvantageous, but also led to the charterer's predicament. Having chartered the vessel on the basis of one safe NAMED berth (TECO), the charterer had specifically limited its flexibility.

Unfortunately for the charterer, the circumstances in the Mississippi, when combined with the narrow berth options and SHINC laytime mandated by the charter, ultimately made it virtually impossible for the charterer to escape the rapidly accelerating demurrage on the vessel. Accordingly, the owner's claim was allowed in full, with the exception of a small amount of time required to shift from the anchorage at the berth to Burnside.

In a dissenting opinion, Jack Berg noted, "The ICRM Terminal was situated at Mile 160, within the discharge range and south of Mile 169.5 on the Mississippi. The Burnside anchorage, where the vessel was located, is equidistant between the ICRM terminal and the Burnside terminal, and approximately five miles from the ICRM terminal. In effect, the vessel was virtually at the ICRM terminal. The simple fact is that it was in the owner's best interest to let the vessel sit and wait for the nominated berth because it had no employment for the vessel and didn't seek future employment for some time thereafter for reasons that have never been made entirely clear."

2. Record damages in Malta ship sale dispute

IN what is thought to be the largest ever damages award by the courts in Malta, Justice Tonio Mallia last month awarded Italian-registered company Finaval SPA over M€7m in resolution of its dispute with Scorpio Ship Management SAM.

In February 2004, Finaval filed a writ against Scorpio, Ferentino Shipping Co

Ltd, Ilario Shipping Co Ltd, Arthur George Ltd and Victoria International Ltd in connection with the construction and sale of an Aframax tanker. For some time Finaval had been engaged in negotiations with Scorpio regarding the construction and sale of the tanker, and the parties had reached an agreement, which was set out in a letter sent by Scorpio to Finaval in December 2002.

The arrangement stated that Scorpio, acting through a nominated Maltese shipping company, would enter into a shipbuilding contract with Samsung Heavy Industries of Korea to acquire a newly built ship. Prior to taking delivery, Scorpio would transfer to Finaval the shares in its Maltese company, referred to in a letter of December 24, 2002, as 'Ship Co B'. In this manner, Finaval would become the owner of the vessel.

In fact, Scorpio registered two Maltese companies, Ferentino Shipping Co Ltd and Ilario Shipping Co Ltd. The shareholders were two Liberian companies, Arthur George Ltd and Victoria International Ltd.

Differences subsequently arose between the parties, leading to a refusal by Scorpio to transfer to Finaval the shares in either company. As a result, Finaval filed a writ demanding full performance of Scorpio's obligations as assumed by the letter of December 24, 2002, and claiming that Scorpio had defaulted in its obligations towards Finaval when it failed to transfer the shares in the Maltese company to Finaval. Finaval further requested the court to liquidate the damages sustained by it in the event that the Maltese company was no longer the owner of the vessel.

Scorpio held that negotiations between the parties were still at a very early stage and that no agreement had been reached. It further argued that the agreement regarding the transfer of the vessel was subject to the parties entering into a joint venture agreement and that, since the parties had not entered into such an agreement, it was not obliged to carry out the transfer of shares. The parties exchanged detailed submissions on all points raised.

Ann Fenech, of Fenech & Fenech Advocates, reporting the decision on the International Law Office website, notes, "Among the preliminary defences raised by Scorpio was the lack of jurisdiction of the Maltese courts to hear the case. In fact, in a landmark preliminary judgment delivered on December 2, 2004, the court

ruled that shares in a Maltese company were deemed moveable assets and thus property existing in Malta under Article 742 of the Code of Organisation and Civil Procedure. The court therefore ruled that it had jurisdiction to hear the case.

"In its judgment of July 5, 2007, the court rejected Finaval's argument that Maltese law was not the applicable law in the case and held that the issue was to be decided under Maltese law, which was the proper law of the contract. The court held that, although the agreement had been reached between two foreign companies, the execution of the agreement was to take place in Malta. It further ruled that an agreement had been reached between Finaval and Scorpio by means of the letter of December 24, 2002.

"In terms of Maltese law, company shares were considered to be moveable items, and therefore no formalities were required for a promise of sale agreement in respect of such shares. The court added that the documents exhibited proved that an agreement had been reached that the shares were to be sold.

"The court ruled that it could not uphold Finaval's request for the share transfer to take place because the shares had been sold before the court's ruling. The court stated that this effectively meant that Finaval would not receive the ship it had been promised. However, it also meant that the damages suffered by Finaval were substantially increased (i.e., the difference between the cost of the vessel at the time of the promise of sale agreement and the market value of the vessel at the time of the ruling). Therefore, the court found in favour of Finaval and liquidated the damages that Finaval had suffered for the sum of \$22.2m. Scorpio was ordered to pay Finaval M£7.09, equivalent to \$22.2m, and the largest ever damages award by the Maltese courts."

3. CMR trumps Warsaw

IN an interim judgment, the Rotterdam District Court has recently ruled that the CMR Convention, rather than the Warsaw Convention, should apply in a dispute over cargo loss under a combined transportation agreement, and that theft by the carrier's personnel had led to unlimited liability and to recourse to the three-year time limit for wilful misconduct under CMR. Had the court ruled that the losses occurred during transportation by air, the claims would have been subject to the two-year limit under the Warsaw Convention and would thus have been

time barred.

The dispute involved losses in connection with several consignments of computer parts owned by AMD which were transported overland by TNT from Holland to Belgium and then transported by air to various destinations. AMD argued that all the consignments were contracted to be transported from Hoofddorp in the Netherlands to Liege in Belgium, and then by air to final destination. But TNT maintained that the consignments were contracted to be carried by air, and that the road haulage component was subordinate to air carriage.

The Rotterdam District Court ruled that the agreements covering the five consignments were combined transportation agreements; that the CMR Convention applied to the road transportation component; and that the Warsaw Convention applied to the air transportation component.

Nathalie Hoogeboom, of Dutch law firm AKD Prinsen Van Wijmen, says, "This decision is significant because the Dutch courts have traditionally applied the one-year time limit (Article 32) and the liability limits under the CMR Convention, and it has become common practice for carriers to initiate proceedings in the Netherlands following theft during CMR transportation, rather than in other less favourable jurisdictions. In addition, the decision is one of the few to deal with Article 3 of the CMR Convention.

"Even though the Dutch courts have taken a slightly more even-handed approach in a couple of recent cases, the Netherlands has come to be regarded as a road carrier's heaven for legal disputes. In particular, two landmark Supreme Court decisions in January 2001 made it difficult to exceed the time limits.

"One of the main difficulties for cargo interests is to establish the burden of proof, as all the relevant information is in the hands of the carrier. However, in the dispute between AMD and TNT, the defence of wilful misconduct was invoked based on the complicity of the carrier's employees, thereby activating the three-year time limit provision under Article 32 of the CMR Convention. Therefore, the court had jurisdiction to hear the claims and TNT's liability was unlimited."

4. Asleep at the wheel

TO the English Court of Appeal, now, for another CMR-related ruling, that in TNT Global SpA v Denfleet International Ltd.

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The appeal court reversed the decision of HHJ Kershaw QC (Queen's Bench Division, Manchester Mercantile Court) in unanimously holding that the bare fact of a lorry driver admitting he fell asleep at the wheel (and, by reasonable inference, was aware that he had begun to feel sleepy) was insufficient to justify a finding of 'wilful misconduct' in the context of the CMR Convention. What was required to prove 'wilful misconduct' was proof that the driver had deliberately driven beyond the permitted time limits at law (Jones v Martin Bencher [1986] 1 Lloyd's Rep 54) or something that had demonstrated to the driver that he could not beat his sleepiness, such as hitting the side of the road or realising that he had previously nodded off during the journey.

In a case note contributed to David Martin-Clark's website, claims consultant Jim Leighton comments, "The decision in the present case very much represents the difficulties that arose due to the lack of evidence regarding the amount of time the driver had been at the wheel and the limited amount of information available in the police report. Ordinarily, such difficulties are less likely to arise for a diligently pursued claim, as business records and contemporary witness statements are easier to obtain at an earlier stage. It also highlights that a negligence misjudgment alone will be insufficient to meet the stringency of the 'wilful misconduct' test. Note that a failure to provide evidence from a driver who is fit to testify following an accident may entitle the court to make 'adverse inferences', if this is justified by the surrounding circumstances.

5. Arbitration commentary

A NEW book by Bruce Harris, Rowan Planterose and Jonathan Tecks surveys ten years' experience of arbitration since the Arbitration Act 1996 come into force. 'The Arbitration Act 1996 - A Commentary - Fourth Edition' provides a section-by-section commentary on the act and, in so doing, also provides a guide to good arbitration practice. It takes account of substantial case law decided since the last edition, including a number of unreported cases.

The book, which is published by Blackwell Publishing in conjunction with the Chartered Institute of Arbitrators, is available in paperback format at a cost of £77.50.

6. Avo Archive

Readers of the Maritime Advocate may like to know that there is a website upon

which is lodged all former editions of this e-zine as well as back copies of the old paper edition. In addition, the old law office locator has been subsumed into the AfterOfficeHours program which allows subscribers to put up a listing which best describes what they do and the places where they are represented.

Time for action on the missing piece of the port security puzzle:

One of our government's most-feared terrorism scenarios involves the hiding of components for a nuclear or radiological bomb inside one of the more than 10 million shipping containers that pass through our seaports each year. Unfortunately, the port of Baltimore, one of our nation's busiest seaports, is a potential target and remains vulnerable.

Here's why: Six years after 9/11 and despite government approval of some far-reaching efforts to combat this danger, there remain fruitless debates over the costs of a national effort and a tendency to let the best be the enemy of the good.

At the same time, as this summer's London/Glasgow terrorist incidents and the recent National Intelligence Estimate make clear, al-Qaida-inspired terrorists remain a very real and imminent threat to our peace and security, and those of the entire world. Should terrorists manage to exploit the continued vulnerability of our seaports and shipping containers, the true costs of this continuing delay would become all too apparent.

After the 9/11 attacks, as the federal official overseeing the United States Customs Service, I approved a plan for securing seaborne containers that involved three complementary layers of action. Today, two of those layers are in place. But the third - and possibly the simplest to implement - is stalled.

The plan was to slam shut terrorist access to shipping containers by simultaneously partnering with private industry and foreign governments.

First, the Customs Service enlisted industry to secure the points at which they pack containers. More than 7,000 companies now participate in the Customs-Trade Partnership Against Terrorism. Second, the Customs Service increased security at overseas ports to identify and inspect high-risk shipments before those containers set off for the United States. This Container Security Initiative recently announced participation

of its 50th international port.

The third layer would have had the Customs Service using commercially available technology to track whether and when containers were tampered with in transit. This strategy, called "Smart Box," has yet to be implemented. This, despite findings like that of an oft-cited study by RAND Corp. that estimates damage from a weapon of mass destruction imported into and detonated at a U.S. seaport at more than \$1 trillion - not to mention a staggering loss of life.

What's holding up Smart Box? Shortsighted interest groups that have taken over the port security conversation and put a halt to our progress.

After our auspicious beginning, the dialogue quickly shifted to whether good solutions that are ready today were good enough, or whether we should wait for something more perfect down the line.

The customs agency's original vision involved a simple device that would send a signal when a container's doors had been opened in transit. The signal would tell customs officials which containers posed a potential security problem and warranted an inspection. Such devices are on the market now, and they cost only dollars per container shipment.

Industry groups will tell you that even a few dollars per container quickly becomes prohibitively expensive. But even though participation in the Smart Box system is voluntary, the choice is not between paying a few dollars per container and paying nothing. The real choice is between the cost of simple container-security devices that will lead to faster, more predictable customs processing, or the cost of unpredictable customs clearances and delays while we wait for something more perfect down the line.

The good news is that U.S. Customs and Border Protection is expected to publish its recommendations for container security devices by the end of the summer. This would be a roadmap for completing the vision of a secure loop among trusted shipping companies, trusted ports and trustworthy transportation. Better port security could soon be realized using today's technology and at reasonable cost, without slowing the continuous flow of global maritime trade.

Bureaucratic delay and indecision are the terrorists' friends. The government needs to quickly finish the job started almost six years ago, to secure our nation's seaports

from a deadly and economically devastating terrorist attack.

Boosting Maritime Capabilities in the Indian Ocean:

Maritime power represents military, political, and economic power, exerted through an ability to use the sea or deny its use to others. It has traditionally been employed to control "use-of-the-sea" activities undertaken by nations for their general economic welfare and, often, even for their very survival. Maritime power and naval power are not synonymous, the latter being a sub-set of the former. Traditional land powers are more and more focusing on developing their maritime capabilities to safeguard their economic interests and extend their sphere of influence.

Historically, China has been a land power. However, over the past two decades, it has found itself increasingly dependent on resources and markets accessible only via maritime routes. This has left Beijing with the dilemma of how to safeguard its trade routes and flow of resources in a world in which the United States is the dominant naval power, and both India and Japan - China's neighbors and strategic rivals - are stepping up their own naval capabilities.

Ensuring a continuous supply of energy has come to be the most important prerequisite for China in building an advanced, industrialized state. Despite being the world's sixth largest oil producer, China has been a net importer of oil since 1994. It imported 40 million metric tons in 1999 and is projected to import 100 million tons by 2010. China's dependence on seafood has increased in recent years. China will therefore have to ensure security of its sea lanes and shipping industry to ensure its continued development. As of today, 85 percent of China's trade is sea-based. Also, with its 26 shipyards, China has emerged as the world's fourth largest shipbuilder. Thus for both reasons, China needs assured access and control over its adjacent oceans.

Suo Moto Statement By Shri T.R. Baalu In The Parliament On Productivity-Linked-Reward For Port & Dock Workers/ Employees:

Following is the text of the suo moto statement in the Lok Sabha today by Shri T.R. Baalu, Minister of Shipping Road Transport & Highways

on Productivity-Linked-Rewards for Port & Dock workers: "The Port and Dock Workers of Major Ports and Dock Labour Boards are not covered by the Payment of Bonus Act, 1965. They are being paid Productivity-Linked-Reward (PLR) instead. From 1994-95, they were paid PLR on the basis of Memorandum of Settlement dated 8.2.1996 between the Management of Major Port Trusts and Labour Federations of Port and Dock Workers under the Industrial Dispute Act, 1947. Under the scheme, the PLR was paid upto 2001-02. A new PLR scheme was evolved by Indian Ports Association in consultation with Major Federations of Port and Dock Workers. In the new Scheme, there are three parameters i.e. Average Turn Round Time of ships with weightage of 30%, Average Ship berth day output with weightage of 35% and unit cost of handling with weightage of 35%. Government approved on 8.2.2007 the new PLR Scheme for the period 2002-03 to 2009-10. A new settlement has also been signed between the Port Management and Federations on the new PLR Scheme on 10.4.2007. The joint reference earlier made to the National Tribunal, Mumbai on the question of payment of PLR on the basis of Port-wise productivity has also been withdrawn. Now, the PLR for the year 2006-2007 is due for payment on or before 1-9-2007. The Indian Ports Association have made the computation of PLR for the year 2006-2007 as per the agreed performance parameters and methodology and the PLR percentage is arrived at 21.38%, subject to the maximum ceiling of 20%. I have pleasure to inform the Hon'ble House that in accordance with the new settlement arrived at between the Port Management and the Major Federations, PLR for the year 2006-07 is being released by the Major Port Trusts and Dock Labour Boards to the Port & Dock workers, employees and officers on schedule. The maximum payment per employee at the rate of 20% will be Rs.6,000/-. This will benefit about 66,000 Port and Dock Workers, employees and Officers and the financial implications will be about Rs. 40 crores. The expenditure on account of PLR shall be met by the Major Port Trusts and Dock Labour Boards from their own resources, without budgetary support from the Government."

Bangladesh : Port strike to affect 75% of trade:

The shipping companies have launched a protest and suspended transporting cargoes to and from Chittagong port after

the High Court ruled a US \$130 surcharge they imposed in June on every six-metre-long (20-foot) container transported by the ships was illegal and notified them to return the money.

Companies stated, surcharge levied on local exporters and importers was needed to recover delay costs caused by 'huge' port congestion. All but one company namely, HRC, the largest Bangladeshi-owned shipping company with 10 ships, took part in the protest.

Chittagong is the nation's biggest port and in the year ended June 30, the port handled 90 percent of the country's 24bn-dollar foreign trade. A deadlock has been created and if it persists, it will be a disaster for Bangladesh because the suspension will affect more than 75 percent of their export and import trade. This move has alarmed garment manufacturers whose exports account for over 75 percent of the country's \$10.5bn export trade and who have been in business. It will be a catastrophe if the strike is not withdrawn as Bangladesh exports had rose 21.6 percent to \$10.53bn in the year to June 30, powered by a record 24 percent export rise in textile shipments.

Bangladesh Garments Manufacturers and Exporters Association (BGMEA), a trade body of 4,200 garment factories, threatened to file suit against the companies over their action as the shipping companies were going against the law of the land and also international maritime laws.

Club unhappy with establishment of another Maritime Academy:

The Marine Club of Nigeria (MCN) has kicked against the recent moves by the federal government aimed at establishing a second Maritime Academy of Nigeria. Rather MCN wants to properly fund and equip the existing one at Oron, Akwa Ibom State.

Briefing newsmen in Calabar at the weekend, the President, Marine Club of Nigeria, Dr. Chimedu Jidefo-Ogbuagu, sees the present move a dangerous idea that would only slow down or kill further development of the existing academy and thereby rejected the move in its entirety.

He commended government's vision of transforming Nigeria into a major international supplier of maritime labour, like the Philippines, but regretted that the way to go about it is not to set up a second maritime academy when the

existing one has been in dire need of greater funding to fully develop itself.

"Nigeria has since become a country where everyone else wants to sabotage good visions by throwing spanners in the works. That is where we situate this talk of another maritime academy, an idea that federal government must drop immediately so as not to make Nigeria a laughing stock in the maritime world," Dr. Jidefo-Ogbuagu argued.

According to him, what Nigeria and Africa now desperately need is a powerful maritime institution that would rival World Maritime University in Sweden and Japan, stressing that if International Maritime Organisation (IMO) fails to establish such a university on the African soil, Nigeria could then see this as an opportunity to show leadership of and brotherly responsibility to all of Africa by renaming MAN, "Africa Maritime University" (AMU).

He said the present headship of MAN has performed creditably and should be encouraged with urgent and greater levels of funding to fully develop it, noting that apart from expanding institution and procurement of up-to-date teaching aids it must acquire at least three different types and sizes of training vessels that it can produce hands-on graduates.

"A major problem of MAN which even our members have complained about is that their graduates have exhibited lack of practical orientation. In the absence of a national carrier with the fleet size to accommodate MAN's cadet population on sea training instead of waiting on reluctant local or foreign shipping companies to come to the rescue," the president opined.

On the way forward, Dr. Jidefo-Ogbuagu called on the federal government to summon all public and private maritime stakeholders to a fund raising ceremony, in addition to remitting all outstanding statutory entitlements of MAN for its continuous development.

He insisted that Africans may in the future become the world's favoured seafarers and expert maritime practitioners, but that MAN or our own maritime university must first of all satisfy the Nigerians and indeed African demands.

Another event offsetting CO₂ emissions: It seems that if you organize some kind of big event and you want to give at least a layer of green paint to it, there's nothing like carbon offsetting. Such is the case for the Tourism World Organisation (UNTWO) meeting which is being held October 1st

in Davos, Switzerland. The UNTWO recommends to all the participants to contract CO₂ offsetting schemes, both for the travel to the organisation and the hotel stay.

The UNTWO is also participating in an upcoming United Nations meeting on Climate Change. According to its president, Geoffre Lypman, the organisation wants clearly to send a message claiming that carbon offsetting can be an easy way to help the environment, accompanied with "adaptation, alleviation and new technologies".

Nevertheless, such an event has a special significance: Tourism is responsible of a remarkable amount of pollutants due to travel and at least the initiative is set to encourage minimising the effects.

Indian court clears 'toxic' ship: Campaigners say dismantling should not be allowed at Alang: The Supreme Court judges said their decision was based on the report submitted by the expert committee set up to decide whether it was safe to dismantle the liner. "Since the court has accepted the technical expert committee report, we permit the Blue Lady to be dismantled," said Supreme Court judge SH Kapadia, Reuters news agency reports. Details of the order were not immediately available.

The Indian Platform on Ship-Breaking, an alliance of groups including Greenpeace and the Ban Asbestos Network, had lobbied for the ship not to be broken up. Environmental groups say the 11-storey, 315-metre-long, liner contains 1,200 tonnes of asbestos and other toxic materials.

"We are very disappointed," Madhumita Dutta of Ban Asbestos Network told the BBC.

"Last week, the Supreme Court said if a contaminated ship comes to India, it should be sent back. It's been proved beyond doubt that Blue Lady contains all sorts of toxic material. How can the court allow it to be dismantled?" she asked. The alliance says Indian yards lack the technology to deal with such waste and workers will be exposed to unacceptable risk. Last year, a study commissioned by the government confirmed that one in six workers at the Alang ship yards showed signs of asbestos poisoning.

Hotel or museum

The Blue Lady, now owned by an Indian firm, was once the pride of the French shipping industry when it was the SS France. Artist Salvador Dali and pop star

David Bowie were among its celebrity passengers. Ship-lovers and ecologists alike have battled to prevent the vessel from being scrapped. There was a proposal to convert the liner into a floating hotel. Campaigners in the France Liner Association want to see it turned into a museum.

Alang, known as the graveyard of ships, has been the last port of call for countless ships from around the world. Thousands of workers take apart huge liners, past their prime, with their hands and very basic tools. Last year, the French government bowed to pressure and recalled the decommissioned aircraft carrier Clemenceau while it was en route to Alang.

The Alang Ship Breaking Association has in the past denied charges of asbestos poisoning. The Gujarat Maritime Board, which administers the yards, says the workers are provided with equipment and adequate training to ensure their safety.

Why the haste? The Roh Moo-hyun government seems ready to deal with the issue of the Northern Limit Line, a de facto maritime demarcation line between South and North Korea in the West Sea, should the matter be raised at the upcoming inter-Korean summit. At a National Assembly committee hearing on Thursday, Moon Jae-in, the presidential chief of staff, said as much when he said, "We will not rule out the possibility that the NLL issue, regardless of our intention, could be discussed during the summit talks."

So far, North Korea has not proposed a discussion of the NLL at the summit. For Moon, the head of Seoul's summit preparation team, to say that the NLL "could" be discussed is tantamount to the Roh administration itself putting the subject on the summit agenda.

Moon's remarks should not come as a surprise, given recent statements by the Unification Minister, Lee Jae-joung, and other ministry officials. Since the announcement of the summit between Roh and Kim Jong-il, the Unification Ministry has been spearheading efforts to include the NLL on its agenda. The NLL was drawn unilaterally by the U.N. Command after failing to reach an agreement with North Korea on the West Sea demarcation line as part of the 1953 Armistice Agreement signed.

The Unification Ministry and liberals contend that the NLL is not a "territorial

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concept" but rather a "security concept" and that a more effective means of preventing clashes between the South and the North must be sought. At the National Assembly committee hearing, Moon said that Seoul will propose the creation of a joint fishing ground in the West Sea and the direct passage of North Korean commercial vessels through the NLL to North Korea's Haeju port, should the North bring up the NLL issue.

Last week, the Defense Ministry, which has been at loggerheads with the Unification Ministry over the NLL issue, reportedly asked UNC Korea for its position on the NLL. The UNC is said to have responded that the sea border should be negotiated by the two Koreas in the joint military commission, established in the 1992 Basic Agreement between Seoul and Pyongyang. However, any changes to the NLL must be approved by the UNC, it said.

The 1992 Basic Agreement does indeed allow for negotiations on the maritime border. However, successive governments' positions have been that such negotiations can only occur after other military confidence building measures are put into place. Furthermore, negotiations on the maritime border should take place between experts from both sides. As the Basic Agreement states, discussions on the NLL should be conducted at defense minister-level talks.

Roh has strongly indicated that he would not press the matter of North Korean denuclearization when he meets with Kim Jong-il. It would not help the atmosphere of the summit talks, he explained. Yet, if Pyongyang brings up the matter of the NLL, the Roh administration will be prepared to discuss the issue.

The NLL has served as a de facto maritime border on the West Sea since the Korean War ended in a truce. In 2002, several lives were lost in a naval clash in the West Sea as the South Korean Navy defended its sovereign territorial waters. As the inter-Korean summit draws closer, there is a growing suspicion that Roh may attempt a political coup by working out a peace treaty with Pyongyang, and that a redrawing of the NLL may be the price paid.

The president has said that he will not do anything that will be burdensome for the next administration. As he prepares for his Pyongyang trip, he should remind

himself of his own promise.

Oceaneering Announces Vessel Charter:

Oceaneering International, Inc. has chartered an Olympic P101 Class multi-service subsea support vessel currently under construction from Olympic Shipping AS. The initial term of the charter is five years, with expected commencement in the third quarter of 2008.

This vessel, to be named the Olympic Intervention IV, will be outfitted with two high-specification work class ROVs. It will be used to augment Oceaneering's ability to perform subsea hardware installation and inspection, repair, and maintenance (IRM) projects, and conduct well intervention services in the ultra-deep waters of the Gulf of Mexico (GOM). Hardware installations are expected to include umbilicals, subsea trees, jumpers, flying leads, and manifolds. Well intervention services are anticipated to include riserless wireline, electric line, and plug and abandonment operations using Oceaneering's proprietary Subsea Intervention Lubricator System.

The Olympic Intervention IV is being built to an overall length of approximately of 312 ft. (95 meters) and will have a Class 2 dynamic positioning system, accommodations for 100 personnel, a helideck, a 150-ton heave compensated crane, and a working moonpool. The vessel will also be equipped with a satellite communications system capable of transmitting streaming video for real-time work observation by shore personnel.

DOLE bares thrusts assuring supply of quality Pinoy ship officers, seafarers:

The Department of Labor and Employment (DOLE) today bared several vital undertakings being pushed to reinforce and sustain the Philippines' position as the number 1 maritime manpower source of the world, and ensure the unfaltering supply of quality, highly skilled seafarers and maritime officers for the global shipping industry.

Labor and Employment Secretary Arturo D. Brion bared that the thrusts will be pushed through the Technical Education and Skills Development Authority (TESDA), which is the agency responsible for assessing and certifying Filipino maritime workers.

"Our thrusts to ensure quality training for

World Maritime Day 2007

The theme for World Maritime Day 2007 is **"IMO's response to current environmental challenges"**. The theme was chosen to give IMO the opportunity to focus on its environmental work (both of the past and present) and thus intensify its efforts to add our contribution to that of the international community to protect and preserve the environment before it is too late.

World Maritime Day will be celebrated on Thursday, 27 September 2007.

seafarers are geared at strengthening the Philippines' leadership as the world's most preferred maritime manpower source through our consistent adherence to the International Maritime Organization's (IMO) Standards of Training, Certification, and Watchkeeping (STCW)," Brion said.

"We will continuously partner with our stakeholders to enhance the system, and safeguard the integrity of our pool of accredited competency assessors in the maritime sector, which will empower private sector-led assessment and certification," Peyuan said.

He added that the TESDA, in linkage with the Commission on Higher Education (CHED), has now developed a specific "ladderized educational curriculum" for the maritime sector in order to address the officer shortage in the global maritime industry.

Peyuan said that the ladderized education system, in general, will work to close the gaps in the educational system of the country by allowing tech-voc trainees to gain academic credits and pursue college education.

In the maritime sector, specifically, "this means a greater number of highly trained, productive, and quality Filipino ship officers lessening the shortage in the world's high seas," he said.

To facilitate this, he said that PGMA Scholarships and student loans will be provided even more aggressively by TESDA to allow those taking tech-voc ratings courses to move up triumphantly towards officers' qualifications by means

of the Bachelors' Degree programs of CHED.

"The new, ladderized educational order of the country will assure world class Filipino workers who are the Pinoy-WOW," an acronym in reference to the country's thrust to produce the much sought-after "Pinoy Workers of the World," he said.

World shipping industry meets at Maritime Cyprus

2007: The new image of international shipping is the focal point of the Maritime Cyprus 2007 Conference, to be held in Limassol on September 23-26. This is the tenth conference since the meeting was established in 1989 and according to the organisers the international shipping community awaits it with great anxiety since it is considered one of the three most important maritime events worldwide.

Shipping contributes 4% of the GDP, while the cash inflow to the state coffers from the shipping industry in 2005 amounted to 500 million Cyprus pounds. Shipping authorities in Cyprus believe that there is a need for a Shipping General Directorate to facilitate the decision-making process on maritime matters.

Organisers of Maritime Cyprus 2007 predict a huge success of the conference, based on the number of participants that have already registered, the calibre of speakers and panelists and the interest international media specialising in shipping are showing.

Cyprus Shipping Council Secretary General and Chairman of the Organising Subcommittee "Maritime Cyprus 2007" Thomas Kazakos has said in an interview with CNA that the Conference is organised every two years by the Governmental Maritime Administration in cooperation with the Cyprus Shipping Council and the Cyprus Union of

Shipowners.

The initiative to organise this conference was taken in 1989 by the maritime administration and the newly founded Cyprus Shipping Council in an effort to place Cyprus' shipping on the world shipping map. The main theme of the first conference was "Cyprus, the best kept Secret."

"As the years past, Maritime Cyprus has gained a prominent position in many shipping executives' calendar and has become one of the three world shipping conferences along with the one organised in Norway and the one in Japan," Kazakos stressed.

He added that there is no longer a need to organise a conference focused on Cyprus and its shipping industry, noting that the island is being indirectly promoted as a shipping centre through "Maritime Cyprus", which "attracts approximately 800 participants and has become 'a must' for the international shipping community."

"The success of the conference is also evident in the increasing number of participants. The conference is considered a point of reference and a meeting place for the international shipping community and the distinguished speakers and panelists it attracts," Kazakos pointed out.

The theme of this year's conference is "Stay tuned...Shipping New Image", suggesting that "the conference will focus on the new image of shipping in the sense that the industry's importance in the world economy and society at large is not reflected in the image it projects", Thomas Kazakos stressed.

As he told CNA, according to official data 90% of the world trade is being carried out by sea means, widely believed to be the safest means of transport of people and merchandise, environmentally friendly and the cheapest way of

trafficking goods.

"If all the ships sailing around the globe were to drop the anchor for three days, the world economy would freeze," Kazakos said in an effort to describe the importance of shipping, noting that society at large is ignorant of this reality.

"This is the reasoning behind our choice of this year's theme", Kazakos explained, adding that the new image of world shipping is an issue of the utmost importance for the International Chamber of Shipping.

The programme of Maritime Cyprus 2007 comprises three thematic unities, with the first having the same title and content as the Conference's main theme, "Shipping New Image". The second day of the Conference, which is planned for Tuesday, September 25 is devoted to the theme "Recruiting, training and retaining of seafarers", while the last day's theme is "Shipowners' Mission and Vision".

According to Thomas Kazakos "the new element introduced to this year's event is the fact that the speeches and addresses by officials are limited and more time is devoted to panel discussions in line with the conference's aim to operate as a forum where important and current issues relating to international shipping are presented by distinguished speakers and discussed by the executives and representatives of the international shipping community in the framework of the panel discussions".

The conference will be officially opened by the Conference Chairman, Permanent Secretary at the Ministry of Communications and Works Michael Constantinides. Distinguished guests such as the International Maritime Organisation's Secretary General Efthymios Mitropoulos, European Commission's Vice-President and Transport Commissioner Jacques Barrot, and other personalities of international shipping will address the conference.

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NT WING CIRCULAR NO : NT/ RADIO/ 03/ 2007

No. 27-NT(2)/95-III

Date :14th August, 2007

Subject : *Implementation of Long Range Identification & Tracking (Lrit) System- Submission of details of Radio Equipment by Ship Owners.*

Vide SOLAS Regulation V/19-1, the implementation of the Long Range Tracking and Identification (LRIT) system, which provides for the global identification and tracking of ships and applicable to ships over 300 GRT engaged on International voyages comes into force from 1st January 2008. As a precursor to the implementation of the system, the Directorate requires to compile the necessary data in advance.

Accordingly, all ship owners of Indian registered ships of 300 GRT and above are directed to furnish the particulars of the radio equipment installed on each vessel in the format attached to this circular as Annex I positively by 30th August 2007. It may be noted that the hard copy attached as Annex I is in portrait format only for representational purposes. The particulars should be furnished in the electronic format for each vessel and forwarded by e-mail only, which is essential for the systematic storage of data. The format for Annex I is being e-mailed to all concerned as an attachment to this circular.

In addition, ship owners shall intimate the Directorate immediately upon acquisition/change of equipment/change of management/change of ownership/sale of ship/ deregistration and resubmit Annex I to the DG Commcentre as an e-mail attachment at the following contact details:

E-mail id: dgcommcentre@satyammil.net

All ship owners may please be guided accordingly.

Sd/-

(CAPT. J.S. UPPAL)

Deputy Nautical Adviser-cum-

Sr. Deputy Director General of Shipping (Technical)

CIRCULAR

No.WMD-1/2007

Dated: 22.08.2007

1. The World Maritime Day will be celebrated on Thursday, the 27th September, 2007 all over India. As decided by the International Maritime Organization (IMO), the Theme for the World Maritime Day Celebration is as under:

"IMO's Response to Current Environmental Challenges".

2. Please find enclosed herewith a copy of the final programme, IMO Secretary Message and Background Paper for World Maritime Day Celebration 2007, to be held on Thursday, the 27th September 2007, for your information and necessary action at your end.

Sd/-

(P.H. Krishnan)

*Dy. Director General of Shipping &
Member Secretary, NMDC(Central)*

Crew Branch Circular 4 of 2007

NO: 23(30)CR/2003-II

Dated:20.08.2007

Sub: Guidelines for placement of Supernumeraries on board Indian flag vessels.

1. Requests for placement of supernumeraries on board Indian flag vessels are received from shipowner/manager from time to time.
2. Supernumeraries are required to be placed on board the vessel as families of ship's officers or repair squads/technical personnel in order to carry out general or specific maintenance of the ships. At certain times, it may be necessary to place other personnel such as scientists etc, on board Indian flag vessels, which are also covered under the category of supernumerary(s). Such persons may/may not have CDC as required under provisions of Merchant Shipping Act.
3. The approval for placement of supernumerary(s) is granted to a shipowner/manager on satisfying following conditions :
 - (i) A Supernumerary other than family members of Ship's Officers, Scientists or other dignitaries, is required to have undergone following basic familiarization courses as per Paragraph 1 of Section A-VI/1 of the STCW Code and should be in possession of valid certificates;
 - o Personal Survival Techniques
 - o Fire Prevention and Fire Fighting
 - o Elementary First Aid
 - o Personal Safety & Social Responsibility

In cases of family members of ship's officers or scientists or other dignitaries who are required to board the vessels for specific purpose, appropriate familiarization training to be imparted on board vessels by the Master of the vessel

- (ii) The Master of the vessel will ensure that supernumerary(s) are carrying out the assigned functions, keeping in view the safety practices specified in the safety manual of the ship under the ISM Code.
- (iii) Total number of souls on board the vessel including the Master, Officers, crew, family members of officers and other Supernumeraries shall not exceed (a) LSA Capacity of the vessel as per the Cargo Ship Safety Equipment Certificate and (b) the certified accommodation of the vessel excluding family members, who are to be accommodated with the respective officers.
- (iv) In exceptional cases, where the total number of souls on board the vessel exceed the certified accommodation, due to supernumeraries, as per the Certificate of Indian Registry, the ship owner will specify in the application, the accommodation facility being provided to the supernumerary(s), and will certify that this will not come in the way of accommodation of crew.
- (v) The Shipowner/Manager should ensure taking fresh insurance cover from Indian insurance companies for such supernumeraries, for the proposed period of voyage as applicable to the seafarers for regular crew as per the NMB Agreement since, it may be time consuming procedure for obtaining the compensation from the P&I Club.
- (vi) The Shipowner/Manager should ensure that in the contract of agreement with the supernumerary(s) requisite clause is incorporated to indicate the responsibility for the repatriation of stranded supernumerary(s) or provision for repatriation of mortal remains of the deceased supernumerary(s), as the case may be.

- (vii) The shipowner will also certify that the mess facilities provided to the supernumerary(s) will not be at the cost of the facilities being provided to the officers and crew of the vessel.
- (viii) It shall be ensured that the supernumerary(s) shall have no claim to apply for a Continuous Discharge Certificate-cum-Seafarers' Identity Document (CDC).
- (ix) Request for placement of supernumerary(s) on board the vessel should be bare minimum, clearly specifying the nature of work to be executed and also specify the duration of stay which is necessary to carry out the work, in any case not exceeding 4 months.
4. Application for permission for placement of supernumerary(s) on board vessels will be submitted to the Mercantile Marine Departments (MMDs) concerned in the prescribed form enclosed at Annex "A" of this circular.
5. Such application should preferably be submitted seven working days before the supernumerary is being proposed for joining the vessel.
6. The instructions in this circular are required to be strictly adhered to and every shipowner/Manager shall ensure that no person is placed on board the Indian flag vessel as supernumerary without prior approval of concerned MMDs.
7. MMDs would forward quarterly returns to the Directorate, indicating names of supernumerary, name of vessel, name of company and duration for which permission has been granted.
8. This issues with the approval of Director General of Shipping & Ex-Officio Addl. Secretary to Government of India.

Sd/-
(Capt. H. Khatri)
Dy. Director General of Shipping

N.T. BRANCH CIRCULAR NO : NT/ISPS/Security Notice/02/2007

No.10-NT(324)/2004

Dated :13th Aug, 2007

Subject : *Security Incident/ Breach of Security.*

OBJECTIVE: The objective of this notice is to share and disseminate information to all concerned on a security related incident that occurred in a ISPS non-compliant port in Mozambique, so that effective measures can be taken to prevent the recurrence of similar incidents in the future.

NARRATIVE: This incident occurred on board an Indian ship while the ship was in port of Beira in Mozambique. The off shore supply vessel was secured alongside the berth during the night. The Gangway was placed on the jetty and manned by ship's crew, one additional local security guard was provided by the agent for patrolling, the reason being East African coast is a piracy prone area. The visibility was poor due to fog and darkness. The vessel's stern was 3 metres below the jetty and stern vision was restricted due to deck cargo. The security patrol on the vessel noticed four intruders emerging from underneath the jetty pylons and cutting the vessel's stern rope and aft spring. Immediately an alarm was raised and search lights were switched on but during this short period thieves had escaped after cutting and stealing the two pieces of mooring rope. Due to the loss of stern rope and spring, the stern came free and swung away from the jetty. She was brought back alongside using her own engines and secured back safely alongside.

LESSONS LEARNT:

1. Effective patrolling of all vulnerable areas could have averted such incident.
2. Prompt action taken by the staff averted from further damage to the ship and property.

- Further, all Company Security Officers should advise the Masters and Ship Security Officers of their fleets of the need to identify piracy and robbery prone areas and of the need to be more vigilant and alert when operating therein. Additional persons should be deployed on deck for patrolling. If necessary the Ship Security plan should be reviewed and amended for effective patrolling.

Sd/-

(CAPT. R. AWASTHI)

*Nautical Surveyor-cum- Deputy Director
General of Shipping (Technical).*

Crew Branch Circular 5 of 2007

NO: 33(1)/CR/2000-VI

Dated:13.08.2007

Sub: Notification published in the Gazette of India dated 30.04.07 regarding amendments to RPS Rules...Form-III A/ revised Form-IV.

Sir,

Enclosed kindly find copy of the said Notification Published in the Gazette of India. The said notification amends the format and content of Form IV that needs to be submitted by RPS providers.

- Your kind attention is also invited to this Directorate's earlier Crew Branch Circular No. 1 of 2007 wherein Form-III A was devised as an interim arrangement.
- Considering that the amended Form-IV has now been notified, the use of Form-III A is henceforth discontinued. RPS providers are requested to submit revised Form-IV.
- Informatively, the procedure for 'on-line' submission of Form-IV (erstwhile Form-III A) remains unchanged.
- This issues with the approval of Director General of Shipping & ex-officio Additional Secretary to Govt. of India.

Yours faithfully,

Sd/-

(Capt. H. Khatri)

Dy. Director General of Shipping

Engine Circular No.88 of 2007

No. ENG/ISM-59(4)/97

Dated 27th August, 2007

Sub: Flag State Inspection on Indian flag ships under a "Concentrated Inspection Campaign (CIC)"

This Directorate has decided to conduct Flag State Inspection on Indian flag ships under a "Concentrated Inspection Campaign (CIC)" on the implementation of ISM Code from 1st September 2007 till 31st December 2007. These audits and inspection will specially be carried out to verify the effective implementation of the Safety Management System (SMS) on board ships operating in and around the Indian Coast.

A sample C.I.C. questionnaire and explanatory note to the questions is attached herewith. Authorized Surveyor will conduct CIC on ISM Code in accordance with the CIC questionnaire. An unsatisfactory answer (s) in the questionnaire may not automatically lead to a detention, but the Surveyor may consider it for appropriate decision to be taken in such circumstances. Your special attention is drawn to the following 11 deficiencies that will be considered as "Major Non Conformities" under this CIC:

- Relevant documentation regarding the Safety Management System (ISM Code)
- The role of the Designated Person Ashore (DPA) (ISM Code 4) & officers unable to identify the D.P
- Master's responsibility and authority, e.g. reviewing the SMS (ISM Code 5)
- Familiarization of crew members (ISM Code 6.3)
- Procedures for reporting and analyzing non-conformities, accidents and hazardous occurrences, e.g. follow-up deficiencies from previous PSC inspection (ISM Code 9)
- Programmes for drills and exercises to prepare for emergency situations (ISM Code 8.2) not being carried out.
- Measures for establishing and maintaining contact with the shore-based management in an emergency (ISM Code 8.3)
- Procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulation and with any additional requirements established by the Company (ISM Code 10.1)
- Procedures for identifying critical equipment/systems and measures to promote the reliability of such equipment/systems e.g. regular testing of stand-by equipment/system (ISM Code 10.3)
- Working language, e.g. information on the SMS is not given in a language understood by the crew (ISM Code 6.6, 6.7) & crew members cannot communicate with each other.
- All detainable deficiencies related to hull, machinery or equipment.

Shipping Companies & Ship board Staff are therefore invited to take note of the following & prepare for the CIC.

Shipping Companies / Ship Managers

- a) should distribute this circular to all Indian flag ships in their fleet; make sure that all shipboard staff are aware of the campaign & urge them to verify compliance with the requirements accordingly.
- b) carry out similar inspection during company's internal shipboard audit or ship inspection at the earliest opportunity.
- c) to ensure Master & Senior Officer onboard ship could communicate effectively with PSCO in foreign ports or Surveyor during FSI, since poor communication shown during such interviews could lead to an extended inspection and subsequent detention of ship.

This issues with the approval of the Chief Surveyor with Govt. of India cum Additional D.G. (Tech.).

Sd/-

(D. Mehrotra)

Dy. Chief Surveyor-cum-Sr.DDG (Tech)

MIND POWER

It is not the hours you put in your work that counts, it's the work you put in the hours. – **Sam Ewing**

Beware so long as you live, of judging people by appearances. – **La Fontane**

Happiness isn't something you experience; it's something you remember. – **Oscar Levant**

To find yourself jilted is a blow to your pride. Do your best to forget it and if you don't succeed, at least pretend to. – **Moliere**

Crew and Training Circular 6 of 2007

NO: 17(13)CR/2007

Dated:22.08.2007

Sub: Clarification with regard to "tie-up" between training institutes and shipowners/ RP& S providers.

1. This Directorate has issued DGS Circular No. 1/2007 wherein under Para-5, it is required that the training institutes should ensure on board training berths for candidates passing out from their respective institutes.
2. The essential issues for which the aforesaid requirement of "tie-up" between training institutes and shipowners / RP&S providers has been made mandatory, are as follows:
 - (a) The need to ensure completion of on-board segment of training curriculum and
 - (b) To encourage direct involvement of shipowners / RP&S providers with their chosen training institutes so that the dynamic needs for continuously updating the training curriculum is achieved with inputs being provided by the clients i.e. shipowners / RP&S providers.
3. Further, it is also necessary that intake capacity of trainees in the shore based pre-sea training institutes is in sync with the induction of trainees on ships or atleast a very high percentage of candidates are provided suitable placement by the respective shipowners / RP&S providers through tie-up with training institutes.
4. Subsequently, training institutes have now started forwarding "tie-up" letters received from various shipowners/ RP&S providers. It is observed that many shipowners / RP&S providers are issuing "tie-up" letters to more than one training institute for inducting trainees which are 2-3 times more than the available training berths on-board their ships. While it is appreciated that shipowners / RP&S providers would like to keep their options open for selecting trainees from various training institutes, it also bears merit to appreciate that such "commitment" for more trainees than their actual requirement, would result in a mis-match between the intake capacity of pre-sea training institutes and actual induction of trainees on-board their ships for completing sea service requirement.
5. Therefore, shipowners / RP&S providers should desist from issuing "tie-up" letters for more than estimated induction of trainees on their ships. Tie-up letters to more than one training institute may be issued as long as realistic estimate of total induction of trainees for the year for the respective shipowners / RP&S providers, is not exceeded.

Sd/-

[Capt.H.Khatri]

Dy. Director General of Shipping

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DRAFTCIRCULAR

File No. SS/MISC(42)/2003

Date : 05.09.2007

Subject : *Constitution of a Committee for Amendment of IV Act and framing of rules thereunder - Recommendation (Para 7.27) of the Seventh Meeting of Maritime States Development Council (MSDC) held at Bhubaneswar on 9th & 10th November,2005.*

Sirs,

Kindly find enclosed herewith a Draft Report of the Committee along with its Annexures (Draft Technical Rules for ship shore operations / Port to port operations and (Proposed future amendments to I.V. Act). It is requested that your endorsement / comments on the report may kindly be forwarded to this Directorate not later than 19th September, 2007. Kindly note that the Draft Report and annexures are placed in the DGS Website (www.dgshipping.com), which can be downloaded

Yours faithfully,

Sd/-

(Suresh Kumar. R.M.)

Dy.Chief Ship Surveyor-cum-Sr. DDG (Tech.)

suresh@dgshipping.com

Training Circular No.5 of 2007

No: 21-TR(4)/2006

Dated: 23rd August, 2007


Subject : *Temporary Ban on approvals of post-sea and modular courses*

A review of the approved intake strength for post-sea and modular courses undertaken in the Directorate, has revealed that intake capacities of 30,000-64000 students per annum in each course have been created in various training institutes.

2. This infrastructure is well in excess of the requirements of the seafarers' population of the country, leading to a shortage of candidates so that several institutes do not operate their courses and others only run them once or twice a year. This leads to great deal of inconvenience to candidates, who find provisional admissions being cancelled at the last minute because of course cancellation due to shortage of viable number of candidates. Often candidates have to wait a long period for refund of fees and are frustrated in pursuing their study schedule. Further creation of intake capacity in such circumstances will only lead to ineffective and cost cutting measures by colleges at the expense of academic standards and candidate's interest.
3. In view of this, it has been decided to suspend with immediate effect, entertainment of and approval to fresh cases of all post-sea and modular courses, except those listed in the Annexure-I.
4. Further, It has been decided that approvals of 4 basic modular courses viz. Elementary First Aid [EFA], Personal Safety and Social Responsibility [PSSR], Personal Survival Techniques [PST] and Fire Prevention & Fire Fighting [FPPF] will be allowed only as a package, to the institutes conducting pre-sea courses, and Oil Tanker Familiarization [OTF] Course to the institutes conducting GP Rating course, but the said approval will be restricted to only in-house candidates admitted in pre-sea courses of that institute.

5. All maritime training institutes are advised that no new applications for approvals or increase in intake capacity for post-sea and modular courses need be sent to the Directorate. It is further intimated that all pending proposals for new courses will be processed as per merit. Wherein prior approvals have already been issued, while no action to withdraw the approvals at this stage will be taken, Institutions who have not yet set up infrastructure, would be well advised to think carefully before doing so, as they would only be creating wasteful capacities.
6. This order comes into immediate effect and will be in force till further orders. The manpower demand supply position will be reviewed in August of every year and any change in approach will be duly intimated.
7. This issues with the approval of the Director General of Shipping and Ex-Officio Additional Secretary with the Government of India.

Sd/-
(PH. Krishnan)
Dy. Director General of Shipping

	<h2 style="margin: 0;">NATIONAL MARITIME ACADEMY</h2> <p style="margin: 0;">(Formerly NATIONAL INSTITUTE OF PORT MANAGEMENT) East Coast Road, Uthandi, Chennai-600 119</p>		
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S.No	Name of the Course	Duration	Course Fee
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2	MEO Class - IV Preparatory (DG App. No. TR/A/63/04) Commences 03rd September And 03rd December 2007	03 Months	Rs. 5,000/- per month
Full Mission Engine Room Simulator			
S.No	Name of the Course	Duration	Course Fee
1	Engine Room Simulator (Management Level) (DG App. No. TR/A/11/07) - Twice A Month	05 Days	Rs. 12,000/-
2	Engine Room Simulator (Operational Level) (DG App. No. TR/A/10/07) - Twice A Month	03 Days	Rs. 5,000/-
Revalidation Course			
S.No	Name of the Course	Duration	Course Fee
1	Revalidation for Marine Engineers Course (DG App. No. TR/A/22/07) Commences 03rd September and 05th November 2007	10 Days	Rs. 8,000/-
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Report on Passing Out Function of the first batch of Graduate Marine Engineer trainees and fourth batch of Deck Cadet trainees of Maritime Foundation (India) Pvt.Ltd., Chennai.

A grand function was got up on the occasion of the passing out of the eighth batch of Graduate Marine Engineer trainees and third batch of Diploma Engineer trainees of Maritime Foundation at their training campus premises at Ambattur, Chennai on Saturday, 29th August 2007. Due to inclement weather, the function had to be conducted indoors.

Capt.G.Ramaswamy, Vice President, WILCO Shipmanagement & Travels, Chennai branch, was the chief guest. He appreciated the spirit of the trainees, in putting up their living in an atmosphere of 'away from home' and expected that this part of the training would be a great help when they started their career on merchant ships. He impressed upon the trainees to

were awarded their Passing Out certificates and 'sports & games certificates' by Capt. Ramaswamy. Capt.Ramaswamy also inaugurated ECDIS Simulator course.

Capt.Ajay Gangadharan read out the welcome address.

Mr.Mohandas, Dean Engineering of Maritime Foundation presented a brief report about institute. He highlighted the fact that the Engineering trainees were given hands-on training on various shipboard machineries which are made available at the campus premises. In addition, all the trainees are being given special training in metal arc and gas welding .

Rear Admiral Ram Sagar IN (Retd), Executive Director of Maritime Foundation informed the gathering, that the trainees, also undergo a Course on Personality Development conducted by experienced faculty drawn from the Industry and the Anna

Institute of Management, Chennai., to bring out their full potential, from their in-built talents. Wishing them all success.

Er.C.P.Rayan, Course In-charge of DME-03 administered the oath to the passing out trainees.

Mr.V.Mohan, the Chief Executive Officer of Maritime Foundation thanked the Chief Guest for gracing the occasion. He mentioned that he was duty bound to record the fact that Capt.Ramaswamy has been a great source of strength for all of us at Maritime Foundation and wished to thank him profusely for his contribution towards our growth. Mr.Mohan further mentioned that the training activities of the institute will be shifted to the new state of art campus being built at Sevapet near Thiruvallur from 1st January 2008. With all modern facilities and improved atmosphere at the new campus premises, Mr.Mohan felt that Maritime Foundation will climb new peaks in the field of marine training.

Cadet Captain of GME08 batch gave the vote of thanks. The function concluded with high tea.



Capt.G. Ramaswamy, V.P., WILCO Shipmanagement & Travels, Chennai, who also inaugurated ECDIS Simulator, at Maritime Foundation, Chennai on 27.8.07.

maintain a high level of integrity in their lives. Capt.Ramaswamy was articulate in his speech and conveyed his wishes for their bright future. The trainees

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